

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listing, of claims in the application.

1. (Currently amended) A method of assembling a car body by spot welding a bridging part to a pair of side members fixed to an underbody of a car, the method comprising:

installing a pair of fixed frames at sides of a body transfer line for transferring the underbody and the side members;

attaching a plurality of ~~movable~~-joisted-locating jigs to the fixed frames for locating the side members and the bridging part, the plurality of joisted-locating jigs being ~~being~~ [[are]] spaced from each other in a transfer direction of the underbody; and

spot welding the side members to the bridging part, with the side members and the bridging part clamped by the plurality of joisted-locating jigs;

wherein a first stock area is provided on one side of the body transfer line while a second stock area is provided on an opposite side of the body transfer line, the body transfer line and the pair of fixed frames being interposed between the first and second stock areas; and

wherein a transfer system is employed to convey each of the plurality of joisted-locating jigs along a jig transfer line extending above the fixed frames transversely of the body transfer line, from the ~~the~~ [[a]] first stock area to the fixed frames for attachment thereto and from the fixed frames to the ~~the~~ [[a]] second stock area for replacement with other joisted-locating jigs which are also conveyed from the first stock area to the fixed frames.

2. (Currently amended) The method of assembling a car body according to claim 1, wherein the fixed frames and each of the plurality of joisted-locating jigs are located and fixed by a clamp mechanism.

3. (Currently amended) The method of assembling a car body according to claim 1, wherein the transfer system includes a motor, a movable rail moved up and down by the

motor, a fixed rail to be combined with the movable rail, and a pulley movable along the movable rail and the fixed rail, each of the plurality of joisted-locating jigs being hung from the pulley, the fixed rail and the movable rail extending in a direction crossing the transfer direction of the underbody.

4. (Original) The method of assembling a car body according to claim 3, wherein a sway prevention mechanism is furnished for preventing the movable rail from swaying when the movable rail and the fixed rail are disconnected.

5. (Previously presented) The method of assembling a car body according to claim 4, wherein the sway prevention mechanism includes a pair of vertical rods attached to the movable rail and a pair of fixed guides fixed to an immovable structure, the vertical rods being movable relative to the fixed guides via a roller.

6. (Original) The method of assembling a car body according to claim 3, wherein a fall prevention mechanism is provided at the movable rail for preventing the pulley from falling out of the movable rail.

7. (Original) The method of assembling a car body according to claim 6, wherein the fall prevention mechanism includes a stopper that turns on the predetermined pivot, the stopper being movable between a position at which the stopper engages with the pulley and a position at which the stopper is disengaged from the pulley.